Their collaboration was therefore possible; and it was considerable.

It is said that the earliest electrically-driven automobile was made and driven in the streets of Darmstadt, in Germany, in 1854, by a Jew named M. Davidsohn. For the moment, however, this means of traction was premature; and the subsequent development was based upon an oil-driven engine. A short while before petroleum was first refined and utilised in America, in 1854, the discovery was anticipated by a Galician Jew, Abraham Schreiner, who thus paved the way for the modern system of transportation. His amateurish efforts robbed Ms discovery of real significance and he died in penury. The direction was maintained by another Jew, Siegfried Marcus, inventor of the automobile. It was in 1864 that he built his first horseless carriage, and in 1875 the second, which was the first benzine-driven vehicle to function (this earliest motor-car is now in the possession of the Vienna Automobile Club). This he drove about the streets of Vienna, amid general astonishment. His automobile patents were registered in Germany in 1882 (it was not until four years later, in 1886, that the first Daimler motor-car was built). A tablet was affixed by the Town Council of Mecklenburg outside the house in which he was born, in honour of his invention: no doubt it has been removed in the course of the past few years, when men's ancestry has come to attract more attention than their achievements.

Aviation, too, owes a distinct debt to

Jews. One of its pioneers was a certain German Jew named David Schwarz—so far forgotten even by his co-religionists that he does not figure in the columns of most Jewish works of reference. It was in 1890 that he first devised a rigid airship, with a gas-container made of metal. He presented his scheme to the Austrian War